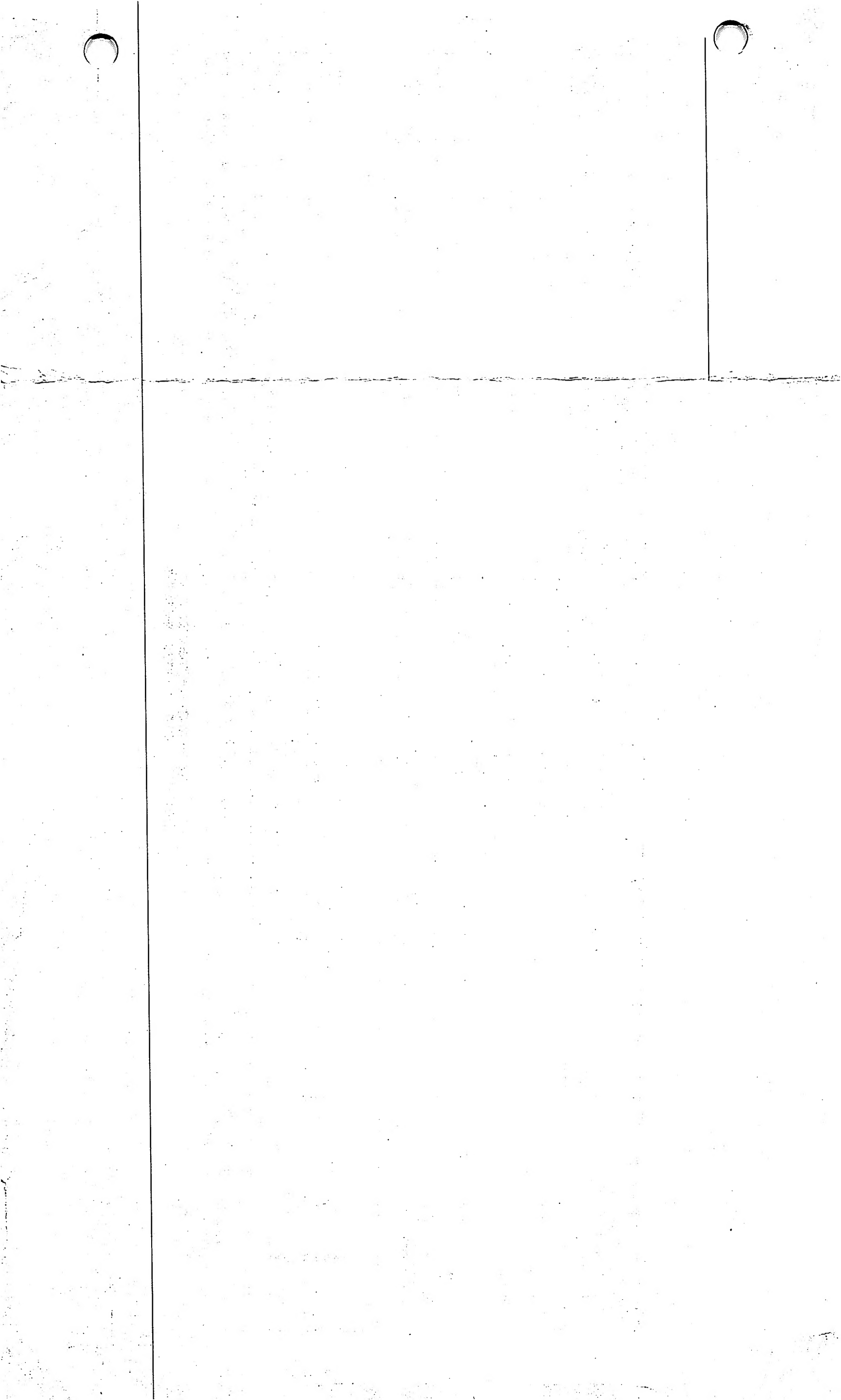


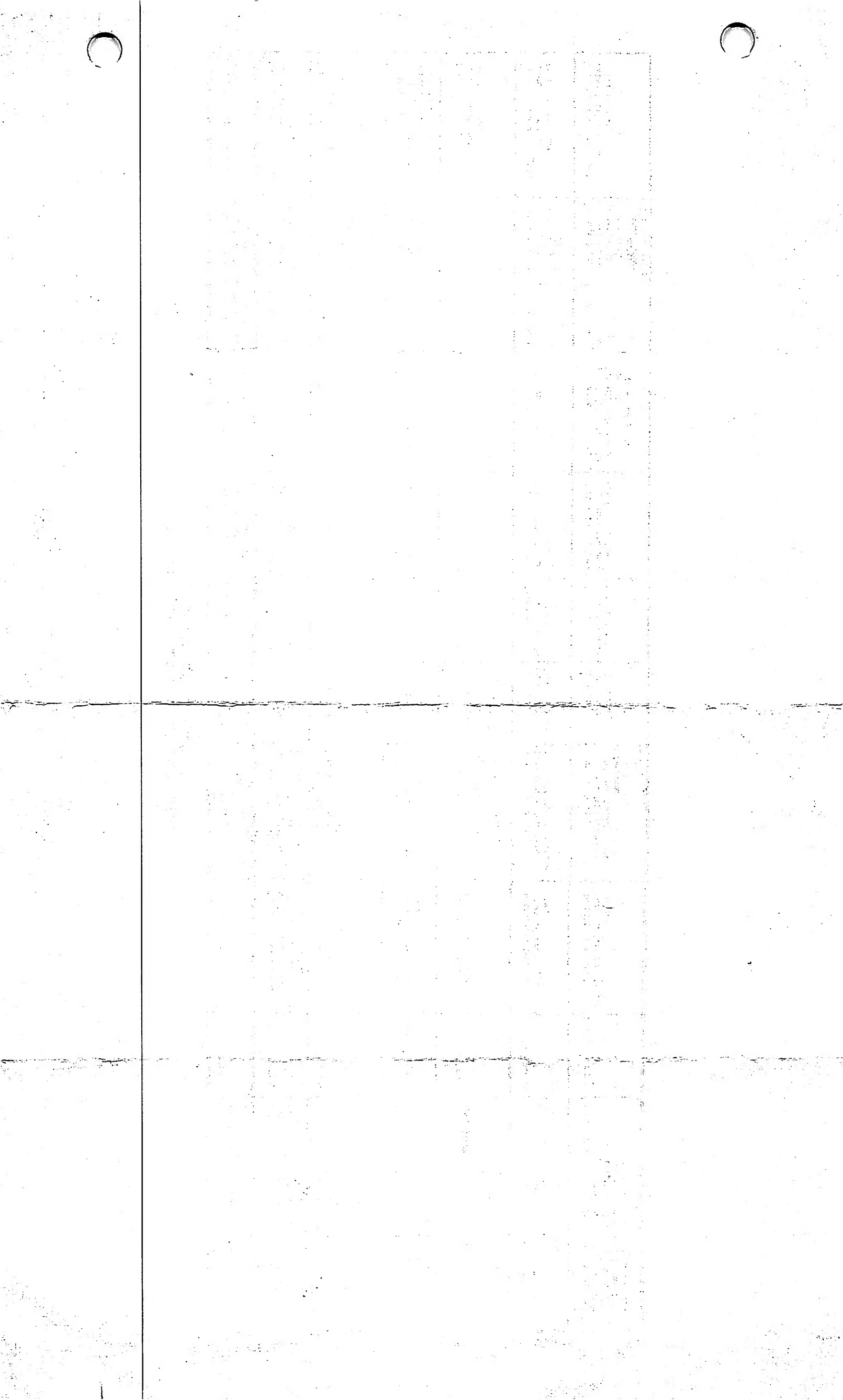
**COMPARISON CHART OF PHYSICAL PROPERTIES OF THE FOLLOWING
SCENIC STEAM POWERED TOURIST RAILWAYS**

RAILROAD AND LOCATION	ROAD DISTANCE TO MAJOR TOURIST CENTER	LOCAL POPULATION WITHIN 50 MILE RADIUS	CLOSEST INTER-STATE TRAFFIC	STATE & U. S. HIGHWAYS INTO TERMINAL TOWNS - LANE SIZE	PATRONAGE	LENGTH OF RAILROAD LINE	TYPE OF TERRAIN	RATING OF TERRAIN	GRADE FACTOR	CLIMATE CONDITIONS	UNUSUAL FACTORS
Roaring Camp & Big Trees Felton to Santa Cruz, California	San Francisco Big Sur Coastal Area (100 miles)	4,000,000+	I-101 in Santa Cruz	U. S. # 1 (2 lane) State Highway # 17 (4 lane)	1968 - 48,000 1970 - 130,000	3 1/2 miles round trip (1 hour)	Redwood Forest, sharp curves, steep grades, canyon loop, elevation- 500 feet to 4,000 feet	Giant Redwood Forest Rolling hills to top of Bear Mt. Fair variety for length of run	3 % (very steep)	Humid Continental rain	Year-round operation good population and climate Maintenance difficult due to rainfall
Black Hills Central Hill City to Keystone, South Dakota	Mt. Rushmore Nat'l Monument (12 miles) Black Hills Bad- lands Nat'l Mon. (64 miles)	60,000 people	28 miles to I-90	U. S. # 16 (multi lane) State # 87 (2 lane)	1957 - 3,000 1970 - 65,000+	20 miles round trip (2 hours)	Through Forest on Granite Canyon's floor- 4,000 feet elevation	Scenic Canyon for 18 miles - no variety (Good length)	4 % (Very steep)	Semiarid	No year-round future pot- ential- No winter sports development or tourists in area. Short season (73 days) No local population
Durango-Silverton (U.S. Nat'l Monument) Durango to Silverton, Colorado	Mesa Verde Nat'l Park (35 Miles)	35,000 people	200 miles to I-25 180 miles to I-40	U.S. # 160 (2 lane) U.S. # 550 (2 lane)	1961 - 35,000 1970 - 115,000+	90 miles round trip (9 hours)	Long Canyon 7000 feet to 9000 feet elevation	Scenic-but tedious after 9 hours (too long)	4 to 4.5 % (Very steep)	Semiarid	No year-round future plan- ned- severe winters- No charter groups- no local ski centers- no local pop.
Cass Scenic Railroad Cass to Bald Knob Mt. West Virginia	Bald Knob Mt. (24 miles)	50,000 people	50 miles to I-81	None- (8 miles to U.S. # 219)	1964 - 32,000 1970 - 115,000+	24 miles round trip (4 1/2 hours) Note steepness 5 MPH	Forest and mountains 2 switch backs on steep grades, sharp curves- 3700 feet to 4800 feet elevation	Scenic, but mostly forest- (Good length)	13 % (extremely steep)	Humid	No year-round potential Severe winters No ski centers No local population
Antonito-Chama Railroad Chama, New Mexico to Antonito, Colorado	Santa Fe, N.M. (100 miles) Taos, N.M. (133 miles)	35,000 people	101 miles to I-25 110 miles to I-89	U.S. # 84 (2 lane) U.S. # 285 (2 lane)	Unknown (1st summer in 1971)	127 miles round trip (est. 16 hours)	Mountain pass and high gorge- 7800 feet to 10,015 feet elevation	Scenic-but tedious after 16 hours (too long)	4 % (very steep)	Semiarid	No year-round potential Lack of tourist development Severe winters No local population
Wasatch Mountain Railway Heber City to Bridal Veil Falls, Utah	Mormon Temple (45 miles) Wasatch Mt. State Park (2 miles) Bingham Copper Pit (60 miles)	900,000+	12 miles from Bridal Veil Falls to I-15 18 miles from Heber to I-8. 120 miles to I-70	U.S. # 189 (2 Lane) (4 lane proposed) U.S. # 40 (2 lane)	Unknown (1st full sum- mer in 1972)	38 miles round trip (2 1/2 hours)	Mountain Gorge, majestic lake, valley, meadows- 4700 feet to 5300 feet elevation	Scenery is majestic Good variety for length of run	2.5 % (slight)	Semiarid	Possible year-round potential into Wasatch Mt. State Park future ski area. Large charter potential from BYU, U of U and Weber State, LDS wards, ect.



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SCENIC STEAM POWERED TOURIST RAILWAYS**

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Roaring Camp & Big Trees Felton to Santa Cruz, California	San Francisco Big Sur Coastal Area (100 miles)	4,000,000 +	I-101 in Santa Cruz	U. S. # 1 (2 lane) State Highway # 17 (4 lane)	1968 - 48,000 1970 - 130,000	5 1/2 miles round trip (1 hour)	Redwood Forest, sharp curves, steep grades, canyon loop, elevation- 500 feet to 4,000 feet	Giant Redwood Forest Rolling hills to top of Bear Mt. Fair variety for length of run	5 % (very steep)	Humid Continental rain	Year-round operation good population and climate Maintenance difficult due to rainfall
Black Hills Central Hill City to Keystone, South Dakota	Mt. Rushmore Nat'l Monument (12 miles) Black Hills Bad- lands Nat'l Mon. (64 miles)	60,000 people	28 miles to I-90	U. S. # 16 (multi lane) State # 87 (2 lane)	1957 - 3,000 1970 - 65,000+	20 miles round trip (2 hours)	Through forest on Granite Canyon's floor- 4,000 feet elevation	Scenic Canyon for 18 miles - no variety (Good length)	4 % (Very steep)	Semiarid	No year-round future pot- ential- No winter sports development or tourists in area. Short season (73 days) No local population
Durango-Silverton (U.S. Nat'l Monument) Durango to Silverton, Colorado	Mesa Verde Nat'l Park (35 Miles)	35,000 people	200 miles to I-25 180 miles to I-40	U.S. # 160 (2 lane) U.S. # 550 (2 lane)	1961 - 35,000 1970 - 115,000+	90 miles round trip (9 hours)	Long Canyon 7000 feet to 9000 feet elevation	Scenic-but tedious after 9 hours (too long)	4 to 4.5 % (Very steep)	Semiarid	No year-round future plan- ned- severe winters- No charter groups- no local ski centers- no local pop.
Cass Scenic Railroad Cass to Bald Knob Mt. West Virginia	Bald Knob Mt. (24 miles)	50,000 people	50 miles to I-81	None- (8 miles to U.S. # 219)	1964 - 32,000 1970 - 115,000+	24 miles round trip (4 1/2 hours) Note steepness: 5 MPH	Forest and mountains 2 switch backs on steep grades, sharp curves- 3700 feet to 4800 feet elevation	Scenic, but mostly forest- (Good length)	13 % (extremely steep)	Humid	No year-round potential Severe winters No ski centers No local population
Antonito-Chama Railroad Chama, New Mexico to Antonito, Colorado	Santa Fe, N.M. (100 miles) Taos, N.M. (133 miles)	35,000 people	101 miles to I-25 110 miles to I-89	U.S. # 84 (2 lane) U.S. # 285 (2 lane)	Unknown (1st summer in 1971)	127 miles round trip (est. 16 hours)	Mountain pass and high gorge- 7800 feet to 10,015 feet elevation	Scenic-but tedious after 16 hours (too long)	4 % (very steep)	Semiarid	No year-round potential Lack of tourist development Severe winters No local population
Wasatch Mountain Railway Heber City to Bridal Veil Falls, Utah	Mormon Temple (45 miles) Wasatch Mt. State Park (2 miles) Bogham Copper Pit (60 miles)	900,000+	12 miles from Bridal Veil Falls to I-15 18 miles from Heber to I-8. 120 miles to I-70	U.S. # 189 (2 Lane) (4 lane proposed) U.S. # 40 (2 lane)	Unknown (1st full sum- mer in 1972)	38 miles round trip (2 1/2 hours)	Mountain Gorge, majestic lake, valley, meadows- 4700 feet to 5300 feet elevation	Scenery is majestic Good variety for length of run	2.5 % (slight)	Semiarid	Possible year-round potential into Wasatch Mt. State Park future ski area. Large charter potential from BYU, U of U and Weber State, LDS wards, ect.



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Roaring Camp & Big Trees Felton to Santa Cruz, California	San Francisco Big Sur Coastal Area (100 miles)	4,000,000 +	I-101 in Santa Cruz	U. S. # 1 (2 lane) State Highway # 17 (4 lane)	1968 - 48,000 1970 - 130,000	5½ miles round trip (1 hour)	Redwood-Forest, sharp curves, steep grades, canyon loop, elevation- 500 feet to 4,000 feet	Giant Redwood Forest Rolling hills to top of Bear Mt. Fair variety for length of run	3 % (very steep)	Humid Continental rain	Year-round operation good population and climate Maintenance difficult due to rainfall
Black Hills Central Hill City to Keystone, South Dakota	Mt. Rushmore Nat'l Monument (12 miles) Black Hills Bad- lands Nat'l Mon. (64 miles)	64,000 people	28 miles to I-90	U. S. # 16 (multi lane) State # 87 (2 lane)	1957 - 3,000 1970 - 65,000+	20 miles round trip (2 hours)	Through forest on Granite Canyon's floor- 4,000 feet elevation	Scenic Canyon for 18 miles - no variety (Good length)	4 % (Very steep)	Semiarid	No year-round future pot- ential- No winter sports development or tourists in area. Short season (73 days) No local population
Durango-Silverton (U.S. Nat'l Monument) Durango to Silverton, Colorado	Mesa Verde Nat'l Park (35 Miles)	35,000 people	200 miles to I-25 180 miles to I-40	U.S. # 160 (2 lane) U.S. # 550 (2 lane)	1961 - 35,000 1970 - 115,000+	90 miles round trip (9 hours)	Long Canyon 7000 feet to 9000 feet elevation	Scenic-but tedious after 9 hours (too long)	4 to 4.5 % (Very steep)	Semiarid	No year-round future plan- ned- severe winters- No charter groups- no local ski centers- no local pop.
Cass Scenic Railroad Cass to Bald Knob Mt. West Virginia	Bald Knob Mt. (24 miles)	50,000 people	50 miles to I-81	None- (8 miles to U.S. # 219)	1964 - 32,000 1970 - 115,000+	24 miles round trip (4½ hours) Note steepness 5 MPH	Forest and mountains 2 switch backs on steep grades, sharp curves- 3700 feet to 4800 feet elevation	Scenic, but mostly forest- (Good length)	13 % (extremely steep)	Humid Continental	No year-round potential Severe winters No ski centers No local population
Antonito-Chama Railroad Chama, New Mexico to Antonito, Colorado	Santa Fe, N.M. (100 miles) Taos, N.M. (133 miles)	35,000 people	101 miles to I-25 110 miles to I-89	U.S. # 84 (2 lane) U.S. # 285 (2 lane)	Unknown (1st summer in 1971)	127 miles round trip (est. 16 hours)	Mountain pass and high gorge- 7800 feet to 10,015 feet elevation	Scenic-but tedious after 16 hours (too long)	4 % (very steep)	Semiarid	No year-round potential Lack of tourist development Severe winters No local population
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Wasatch Mountain Railway Heber City to Bridal Veil Falls, Utah	Mormon Temple (45 miles) Wasatch Mt. State Park (2 miles) Bingham Copper Pit (60 miles)	900,000+	12 miles from Bridal Veil Falls to I-15 18 miles from Heber to I-80 120 miles to I-70	U.S. # 189 (2 Lane) (4 lane proposed) U.S # 40 (2 lane)	Unknown (1st full sum- mer in 1972)	38 miles round trip (2½ hours)	Mountain Gorge, majestic lake, valley, meadows- 4700 feet to 5300 feet elevation	Scenery is majestic Good variety for length of run	2.5 % (slight)	Semiarid	Possible year-round potential into Wasatch Mt. State Park future ski area. Large charter potential from BYU, U of U and Weber State, LDS wards, ect.

